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OUR NAVY THE TOWER OF STRENGTH.

Honolulu's aloha to the Atlantic Fleet is the sincere expression of a community of American citizens who not only love the flag and all that it represents, but also fully understand what a great navy means to the United States.

We take pride in the men of the Fleet because they are brave and hard-headed men.

We enthuse over the Fleet because it is the expression of long-headed, common-sense American statesmanship.

The great ships of the now accepted second naval power of the world inspire pride and satisfaction among the Americans of this great strategic center and lovely land. Pride that the ships are well built and well manned; ready to uphold the untarnished record of the United States Navy. Satisfaction because we in Hawaii see in these ships a splendid proof of the fact that the American people are fully aroused to the necessities of peace and what our country must have to uphold its dignity in every part of the world.

For a full fifty years a handful of far-seeing men at Washington and a handful of pioneers in Hawaii have been holding the fort of America's future in the Pacific. At the same time they have striven hard to impress on the work-a-day mainlander that the field of the world's future activities is indeed in the Pacific, and there are certain things that must be done if America is to command.

These men have met with the most heart-breaking indifference at times. But the struggle to convince the great body of their fellow-citizens has not lagged, nor has it been without result.

The cause was right; it was just. The few men in Hawaii and the band of workers in Washington have been thrice armed.

America's continental insularity has gone. It was bound to go if the country continued to progress.

And this tour of the great Atlantic Fleet has, we hope, brought home to our fellow-citizens of the mainland that the first requisite of continued progress is a matchless naval force.

We of Hawaii do not lay claim to superior foresight when we say that we have known this for years, and have incessantly labored to convince those living in satisfied security behind continental barriers. It is not superiority that we claim.

Americans in Hawaii are on the border. They are in the midst of things. They have brought daily and hourly to their attention the facts and developments of the world's progress that he who runs may read.

The lessons of each day have brought them invariably back to the same conclusion—the indelible fact that the ability of America to play its part in the development of civilization and maintain continued peace depends primarily on its Navy.

America may raise the greatest armies the world has ever seen. It may build up false hopes on the commanding influence of its tremendous wealth. It may boast of its ability to convince the world that wars should cease. It may preach all the doctrines it pleases. But without a great Navy to act the part of a peace-preserver all the vaunted power of armies, wealth, and beautiful theories are hollow shams exploded in a twinkling by a careless or intentional match in the powder magazine of international affairs.

This is not said with reference to recent events that have been so greatly exaggerated in the minds of the mainlanders. It is a matter of common knowledge and has been for years to the Americans of Hawaii. It is fact.

Consequently, when we of Hawaii see our country rising to the occasion, we have good cause to rejoice. When we see the people responding to the call of the leaders to turn their faces to the west, the mid-Pacific, and the Far East, we know Our Country understands.

So Our ships coming to Honolulu bear most significant messages of

progress and, therefore, messages of peace; messages from the heart of a Nation with a purpose, and perforce messages of good-will to all people on earth.

These ships are beautiful harbingers to every pioneer American of the Pacific who has ever fought a battle and held a fort in the cause of his country. Thanks to the power of the Navy, the majority of the battles have been fought by the civilian in the performance of his civic duties. May it ever be thus.

Here's to you, Admiral Sperry.

Aloha!

Hawaii can have no kinder greeting to its friend in prosperity and protector against possibilities—the Navy.

The six years to elapse before the Panama Canal will be opened do not seem long to Honolulu. It takes six years to get a good-sized sugar plantation started, and one's idea of time always depends on the yard-stick he uses.

Officers and enlisted men should not think harshly of Honolulu if it greets them with the enthusiasm of long-lost brothers. There is no place in the country whose people better understand the necessity for a great and steadily growing American Navy.

The Bulletin has said that Hawaii needs 100,000 tourists and 100,000 European immigrants. Dr. Jared Smith adds to this a call for 100,000 American farmers. With a combined 300,000 population of such a character, the people back in Washington need have no fear of the problems in Hawaii. We'll get the population and eliminate the problems, and in so doing not harm or crowd a single nationality in doing it.



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WHAT THE PANAMA CANAL MEANS TO HAWAII

(By GEO. W. SMITH, President Commercial Club of Honolulu.)

On a map in the Pearl Harbor section of this issue there is represented the position of Hawaii relative to the principal commercial ports of North and South America, on the Pacific, as well as the connecting lines, via Tehuantepec and Panama, to the ports of all Europe.

A study of this map is well worth the time and cannot but suggest new ideas as to the position of Hawaii in the Pacific and its relation, with the opening of the Great Waterway, to the ports of Europe from whence the mainland has received the streams of emigration that have done so much to build up, develop and extend our common country.

The crying need of Hawaii, today, is population. Not an alien servile population but one that will bind it to the soil, raise here, raise there the crops and food that will sustain them and render unnecessary the continued importation of food and foodstuffs that are, and can only be, consumed by a population that is foreign, alien, and Oriental in its nature from an unknown time back and for an unknown time in the future.

The lines converging on the Atlantic side of the Panama Canal and, again diverging, from the Pacific side, lead us to the principal ports of the Scandinavian Peninsula, to the ports of Germany, Holland, France and England and, through the Mediterranean, to the principal ports of Italy, from which country has been drawn, mostly to South America, a class of emigrants that have, eventually, been a credit to the country of their adoption. Not the "lazzaroni," not the "Organ Grinder," but the peasant, the peasant that is the Vine grower and the small farmer of a country where intensive cultivation is, of necessity, the rule.

From all of the above named countries, as well as from the Azorean Archipelago and ought to be drawn a stream of EMIGRANTS that will people our mountain sides and plains, that will rear their children here, passing through our public schools and, in time, fit them to become American citizens as have thousands upon thousands of the children of emigrants on the mainland.

This does not mean that we should

not, also, attempt to secure as many as possible of American born people from the mainland. Men that will take the higher positions and undertake the larger propositions.

The first meaning, therefore, of the opening of the Panama Canal is, that we shall have direct communication with the ports of Europe from which a people can be drawn without the necessity of the intermediate step of passing them over the American continent. A matter of economy and time that is not to be overlooked. This, carried to a logical conclusion, is that we can look for a population.

The second result of the opening of the canal will be the great change that will take place in the Capital city of Hawaii.

Honolulu is changing, has changed, to the regret of many of us who were born here or who have passed their best days here, but, inertia is death. Honolulu has been and will be more and more lifted out of its insularity by the constant stream of worldfolk that will pass through our gates on their way to and from the old world and the Orient. New ideas will be brought to us, new capital, new people and new citizens.

Our waterfront, which is now being enlarged, will be inadequate to accommodate the fleets that will visit us. All this means a moving forward and, let us hope, upward, in and with the great world movement for solidarity.

The Canal will accomplish more for civilization than all the wars of a century past and part of the work that it will accomplish will be the placing of Hawaii as a next door neighbor to all the rest of the world and not, as now, a distant and unknown port, a mere spot on the map, as it is to the most of the world.

The opening of the Canal means to Hawaii problems in the matter of sanitation and the conservation of the public health that our people would do well to study beforehand.

True we have the excellent service of the United States Marine Hospital Corps, but, Heaven, (and Uncle Sam), helps those that help themselves. It will become the duty of every citizen of intelligence to exert himself and to aid the less intelligent, in and for a clean city, to support all regulations that look to this end.

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